

OVERVIEW

On May 20, 2026, SCCA issued a survey through SurveyMonkey via e-mail soliciting feedback about schedule options for the qualifying days at the 2026 National Championship Runoffs. A reminder was sent to individuals that had not responded on May 22, 2026. The survey was closed on May 26, 2026.

RECIPIENTS

The survey was sent to the following:

- Drivers from the 2024 SCCA Runoffs
- Drivers from the 2025 SCCA Runoffs
- Drivers participating in at least one U.S. Majors Tour event in 2025
- Drivers participating in at least one U.S. Majors Tour event in 2026 (based on participation data received by 5/19/26)

SURVEY

PROLOGUE

"The 2026 SCCA National Championship Runoffs will follow the same overall structure as 2025: three days of optional testing (Monday-Wednesday), two days of qualifying (Thursday and Friday), and two days of racing (Saturday and Sunday).

Based on feedback received, we have developed an alternate qualifying schedule option that would add an additional qualifying session to the event. We'd like to get your input before we finalize the schedule.

	Option 1 (2025 Format)	Option 2 (2026 Proposal)
Sessions	2 sessions	3 sessions
Length	21 minutes	16, 16, and 19 minutes
Groups	18 groups	- 12 groups with additional combinations for Q1 & Q2 - 18 groups for Q3 (Same as race groups)
Schedule	- One session Thursday (groups 1-18) - One session Friday (groups 1-18)	- 2 sessions on Thursday (groups 1-12, Q2 for groups 11-12 will be Fri morning) - 1 session on Friday (groups 1-18)

Gridding for Option 2 would be as follows:

- Qualifying 1: Multi-class groups will be gridded by Hoosier Super Tour Points, then entry date for those without points. Class with the fastest track record will be gridded first, followed by the next fastest class by track record, etc.
- Qualifying 2: Cars gridded based on Q1 times, with multi-class groups blended.
- Qualifying 3: Cars gridded based on fastest lap time across Q1 and Q2, with multi-class groups blended.

2026 Runoffs Schedule Survey Recap

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Run groups for the alternative qualifying format (Option 2):

18 group combinations (Q3 and Races)	12 group combinations (for Q1/Q2)
AS/T2	AS/T2
B-Spec	EP/HP
EP	FP/B-Spec
FA/P/P2	FA/P/P2
FC/FE2	FC/FE2
FF/F600	FF/F600
FP	FV
FV	GT1/GT2/T1
GT1/T1	SM
GT2	SRF3
HP	STL/T3/T4
SM	STU/SMX
SMX	
SRF3	
STL	
STU	
T3	
T4	

*Based on current expectations, all multi-class groups are projected at 50 cars or fewer.

SURVEY QUESTIONS

1. Which qualifying schedule option would you prefer?
 - a. Option 1 - 2025 Format: Two 21-minute sessions across two days; 18 race groups.
 - b. Option 2 - 2026 Proposal: Three sessions (16, 16 and 19 minutes) across two days, with additional class combinations for Q1 and Q2.
 - c. I have no preference.
2. If Option 2 (2026 Proposal - 3 sessions) was chosen for the 2026 Runoffs, select the most appropriate response:
 - a. I would be more likely to attend.
 - b. I would be less likely to attend.
 - c. I'll be there either way!
 - d. I will not attend, regardless of the qualifying format.
3. Asked respondents for the likelihood of their attendance, by class, if Option 1 was selected.
 - a. I would be more likely to attend.
 - b. I would be less likely to attend.
 - c. I'll be there either way!

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4. Asked respondents for the likelihood of their attendance, by class, if Option 2 was selected.
 - a. I would be more likely to attend.
 - b. I would be less likely to attend.
 - c. I'll be there either way!
5. Comment box.

SUMMARY

PARTICIPANTS

- Recipients: 2,290 unique invitations sent
- Responses: 458 responses

DATA CONSIDERED

While all data was reviewed, the primary group of respondents was those who answered Question 2 with the following responses:

- I would be more likely to attend.
- I would be less likely to attend.
- I will be there either way.

Those responding "I will not attend, regardless of the qualifying format" were filtered out of the evaluation. While this group of participants is important for future considerations, this survey is specific to the 2026 event.

With the filter applied, 348 of the respondents indicated interest in attending the 2026 event.

RESULTS

- Question 1:
 - Prefer Option 1 (2025 Format): 103 (29.60%)
 - Prefer Option 2 (2026 Proposal): 221 (63.51%)
 - Have no preference: 24 (6.9%)
- Question 2:
 - More likely to attend if Option 2 selected: 114 (32.76%)
 - Less likely to attend if Option 2 selected: 38 (10.92%)
 - Will attend either way: 196 (56.32%)

COMMENTS

- Those more likely to attend if Option 2 was selected, share these summarized comments:
 - Most generally appreciate the prospect of increased track time and more qualifying opportunities, especially to mitigate issues like session interruptions.
 - Several expressed a preference to go back to the three days of qualifying format.

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- Those less likely to attend if Option 2 was selected, share these summarized comments:
 - Concerns about shorter qualifying sessions and more class combinations
 - More sessions mean increased costs (especially for tires)
 - Several expressed a preference to go back to the three days of qualifying format.
- *Several comments referenced 16-minute sessions not being adequate to achieve representative qualifying laps.* A simulation of all qualifying sessions from 2024 and 2025 was conducted to see how many fastest laps were set after a 16-minute session would have expired, and how many times the fastest driver would have changed.
 - 18% of the fastest times for the session were set after a 16-minute session would have concluded.
 - 12% of the sessions would have had a different driver with the fastest time if the session had been 16 minutes long. Note – the 6% delta between these two data points represents drivers that were leading the session after 16 minutes, but improved their time further later in the session.
- *Some comments suggested changing the third day of testing (Wednesday) to an additional day of qualifying (for three days, total).* The financial model of the Runoffs covers expenses with multiple revenue streams. Entry fees from the three optional test days contribute to covering the overall event expenses. Eliminating one of these days would require the revenue to be made up elsewhere, principally in the race entry fee. The post-event survey from 2025 posed this question to the participants—if they would prefer an additional day of qualifying at an additional \$200-250/entry.
 - 43% supported the additional qualifying day and higher entry fee
 - 57% opposed the additional qualifying day and higher entry fee

CONCLUSION

Analyzing the feedback we received and the data from past events and surveys, we chose to run Option 2 for qualifying during the 2026 SCCA Runoffs. We feel this format will allow for drivers to maximize the limited on-track time available, even with a few trade-offs. We will continue to solicit feedback at the conclusion of the Runoffs to best weigh future options.